

For EUROPE & AMERICA  
ENGLAND, AUSTRIA, &c, and for  
PRIVATE RESIDENCES AT THE  
PORTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, 12  
per annum. Postage to any part of  
the World \$2.

# Hongkong Daily Press.

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## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons  
Well Furnished Reception-Rooms  
Private Bar and Billiard Room for Hotel  
Residents  
Electric Lifts to each Floor.  
Electric Lighting and Fans  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS.  
A. F. DAVIES, Manager.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hoté of separate tables.  
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Hongkong, 24th July, 1908.

### "KINGSCLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.  
Telephone No. 152.  
Telegraphic Address: "SACHSOLA."  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
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### "BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large airy and  
Well Furnished Bedrooms, every-home comfort.  
Fine View of the Harbour. Reduced Terms  
for the Summer Months. Telephone, No. 630.  
Apply to—Mrs. F. W. WATTS.  
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Hongkong, 4th December, 1907.

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FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS  
Situated in close proximity to the Harbour  
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.  
F. DOMBAILLE M. MALLEE Propriétaires.

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THE Hotel is under European management  
and most strict supervision as to food, cleanliness and hygiene of the place.  
All comforts of a home.

A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
region of Macao.

Macao is 40 miles south-west of Hongkong.  
Two steamers (as. *Sui An* and *Sui Tze*) daily to  
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these centres.

Cable Address—"BOAVISTA".  
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SPECIAL REDUCED SUMMER RATES

PER DAY \$4 to \$7 according to Room selected  
WEEK \$25 to \$40 do. do. do.  
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WEEK-ENDS—Saturday afternoon to Monday  
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Two persons occupying one room will be  
charged a rate and a half only.  
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SPECIAL TERMS FOR FAMILIES.

Excellent Cooking by AH-CHONG, for over  
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late Mr. J. W. OSBORNE.

1912 WM. FARMER,  
Proprietor.

### WILL NOT REMOVE.

BY courtesy of the SECRETARY of the  
HONGKONG HOTEL, we will REMAIN  
HERE.

NOW SHOWING!

NEW SUMMER GOODS,

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & CO.,

25, Queen's Road Central,  
Under Hongkong Hotel.

Hongkong, 1st June, 1908.

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## WATSON'S LOTION FOR PRICKLY HEAT

An Invaluable Remedy  
Immediately Relieves the Irritation.

## A. S. WATSON & CO. LIMITED, THE HONGKONG DISPENSARY.

### GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.  
In Casks 275 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.35 per bag ex Factory  
SHAWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908.

### AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.  
With "CHAMBER" for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SIEMSSSEN & CO.  
Hongkong, 6th March, 1907.

### AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
CARLOWITZ & CO. Agents.  
Hongkong, 13th March, 1907.

### NEW CARTRIDGES.

BY Popular English Manufacturers. In  
all Sizes and Sizes.  
SMOKING POWDER and CHILLED  
SHOT. From No. 10 to SSSG. at \$5.57 and  
\$7.50 per 100 SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.  
WM. SCHMIDT & CO.  
Hongkong, 26th October, 1906.

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18, QUEEN'S ROAD CENTRAL  
(Next to Messrs. KUHN & KOMOR).

### FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.  
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26, DES VOUX ROAD, CENTRAL.

JUST LANDED A LARGE STOCK OF  
WRATTEN and WAINWRIGHT  
PLATES.

EASTMAN'S KODAKS and FILMS.  
DEVELOPING and PRINTING  
UNDERTAKEN.  
Hongkong, 4th March, 1907.

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7.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
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1.15 p.m. to 1.30 p.m. ... Every 10 minutes.  
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2.30 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.15 p.m. to 3.45 p.m. ... Every 15 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 10 minutes.  
5.15 p.m. to 5.45 p.m. ... Every 15 minutes.  
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SATURDAYS.

Extra Cars at 11.30 p.m. and 11.45 p.m.

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8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.45 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.45 p.m. to 8.00 p.m. ... Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 8.45 to  
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SPECIAL CARS by arrangement of the Com-  
pany's Office, Alexandra Buildings, Des Vou-  
x Road Central.

JOHN D. HUMPHREY & SON,  
General Managers.

Hongkong, 9th May, 1907.

## MIYASAKI & CO. COAL MERCHANTS.

HEAD OFFICE—SAKAYEMACHI, KOBE, JAPAN.  
BRANCH OFFICES—NISHINOSHIMA, SHIMONOSEKI, JAPAN, and HONGKONG.

#### CABLE ADDRESSES:

"MIYASAKI," applying to Head Office and Shimonoseki Branch.  
"YUTAKA," applying to Hongkong Branch.  
A. B. C. 5th Edition used.

### THE HEAD and BRANCH OFFICES will receive any Order for JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG,

No. 5, Queen's Road Central.

Hongkong, 27th November, 1907.

## DENTAL HYGIENE.

Antiseptic Aids to the Maintenance of Personal Health

### LISTERINE

The Standard Antiseptic Preparation

THREE SIZES 30, 70, 125 AND \$2.00.

70 CENTS PER BOTTLE.

A Frictionary Dentifrice for Employment in Conjunction with Listerine

LISTERINE TOOTH POWDER

FOR EMPLOYMENT IN CONJUNCTION WITH LISTERINE

70 CENTS PER BOTTLE.

LISTERINE DERMATIC SOAP

An Antiseptic Detergent

70 CENTS PER TABLET.

LISTERINE

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LISTERINE SPECIALTIES

FOR SALE BY

TELEPHONE NO. 706.

WATKINS LIMITED.

CHEMISTS AND DRUGGISTS,

STERILIZED WATER MANUFACTURERS

31, Queen's Road Central.

Hongkong, 12th June, 1908.

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WINE & SPIRIT MERCHANTS,

OR

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA

ESTABLISHED 1835.

Par Cts.

BRANDY ★★★★ - \$22.50

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BENEDICTINE, D.O.M. - Qts. 40.00 Pts. 42.00

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.. HONGKONG AGENTS.

TRADE

TEN YEARS OLD.

\$14 PER DOZEN.

MADE

WHITE HORSE WHISKY

BOTTLED IN SCOTLAND

FROM THE ORIGINAL RECEIPT OF 1746.

## INTIMATION



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LIMITED.

ESTABLISHED A.D. 1841.

WINE &amp; SPIRIT MERCHANTS.

**WATSON'S**  
**E**  
**VERY OLD LIQUEUR**  
**SCOTCH**  
**WHISKY**

A Blend of the Finest Pure Malt Whiskies  
Distilled in Scotland

GENUINE AGE

AND

FINE MELLOW FLAVOUR.

PER CASE \$16.50,

WATSON'S

**D. SHERRY**  
SUPERIOR PALE DRY.

PER DOZEN \$19.50.

A VERY FINE WINE POPULAR  
THROUGHOUT THE FAR EAST.

**A. S. WATSON & CO.**  
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 3rd June, 1908.

urgent one, as the Budget arrangements for an outlay of two and a half million yen may take time; also, the South-Manchuria gauge has not yet been changed to standard. Until the Chinese show some disposition to start with the dredging and bunding, and until these other factors are dealt with, there is no need to talk of the unmade bridge as prejudicing the development of the Chinese town, nor to go so far as Mr. PALEN does, when he remarks that "to force across a navigable boundary-line river, in the face of protests from one of the riparian states, a closed bridge of such a height as to hamper that state's sea-going traffic, is not such an act as may be admitted to come within the previously established standards of international comity." This almost amounts to "calumny-howling," and it is strange to find it in such a conservative publication as the L.M.C. Reports have hitherto been. The net value of the trade of Antung for 1907 was Tls. 4,763,838.

The name Dairen (now given to what the Russians called Dalni) is, says Mr. Commissioner Kurosova, "metonymic and deceptive"; so far as the Customs is concerned. The Dairen Customs covers more than the port of that name; it embraces the whole of the leased territory of Kwantung. The commercial and economic strength of Dairen, the same gentleman states, has been overestimated. The world, he says, has overestimated the purchasing power of Manchuria. This is very interesting, in view of past events and discussions. Supposing that the total value of the trade of Manchuria be 80 million taels, this might roughly be divided as follows: Newchwang, 40 millions; Siminhu, 10 millions; Dairen, 20 millions; Antung and other routes, 10 millions. Two-thirds of these figures will represent the import trade, which, again, denotes the purchasing power of Manchuria. Supposing, further, that the population of Manchuria is eight millions, as is believed to be approximately the case, this would give a buying power per head of over six and a half taels—a far larger sum than the average native of Manchuria can possibly spend in a year on foreign goods at his present economic status." The Commissioner concludes that business has been carried on regardless of the law of supply and demand, with the results that sometimes follow speculative enterprise. The market was badly congested. Most of the money left by the belligerents had gone away into Shantung and Chihi. The natural riches of Manchuria are not on the surface; they are not accessible without time, labour, and capital. It must be disastrous to try to force the market. In Dairen itself the foreign community is growing fast. With its railway facilities and magnificent harbour, it undoubtedly has a future as a business emporium, but in 1907 the net value of its trade (for the whole area, presumably) was only Tls. 13,837,739.

In a subsequent article we will examine the reports from other northern ports, for items of similar outstanding interest.

Fifteen plague cases were notified by noon yesterday, making the total then 77.

Messrs. Lobnitz and Co. (Limited), Renfrew, have launched a twin-screw 800-ton hopper barge, named the *Sextus*, for the Suez Canal Company.

The foundation-stone of England's first "skyscraper" line has just been laid at Liverpool. The building will be 300 ft. high, and is being erected for the Royal Liver Friends' Society on a site overlooking the Mersey.

The Agents of the Great Northern Steamship Company inform us that the raw silk and silk piece-goods shipped from Yokohama per G.N.S. "Minnesota" on May 1st arrived in New York on the 20th ult.

The Pope, in receiving Cardinal Aglardi, announced that Archbishop Bourne of Westminster, would shortly be created a Cardinal. This statement is interpreted as meaning that the elevation of Archbishop Bourne will occur at the Consistory to be held next September.

From July 1st, 1907, to April 30th, 1908 the total shipment of silk from Yokohama to Europe and America was 89,244 bales, 29,628 of these going to Europe and 50,616 to America. A further 2,369 bales were recorded up to the sailing of the "Empress of Japan" on the 15th ult.

The return of visitors to the City Hall Library and Museum for the week ending the 14th June, 1908, shows that of non-Chinese there were 317 to the Library and 110 to the Museum and of Chinese 139 to the former and 1,282 to the latter. The Library was therefore used by 456 persons and the Museum by 1,392.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.**The Daily Press.**

HONGKONG, JUNE 17TH, 1908.

From the first fascicle of the annual trade reports issued by the Chinese Imperial Maritime Customs, we gather that another Siu-Japanese question is looming up at Antung, the port on the north bank of the River Yalu, in close touch with Chefoo and Dairen. It has a good deal of shipping, both steamers and sea-going junks. Steamers drawing nine feet may anchor off the Bund, or what should be the Bund, according to Mr. Commissioner PALEN, who recommends effort in the direction of river conservancy and improvement. The river is eating away the Chinese town, and in November last it "tore away a liberal piece of the shore off the Japanese settlement." Chinese cargo pays extra in time and money for transportation from the present anchorage. Antung might have "combined railway and cheap water connections," but in the absence of dredging and bunding operations, it looks as if it must be satisfied with railway only. For a bridge is projected to cross the river at the present lower harbour limit, to carry the trains of the Korean railways to the Chinese shore, and to form the connecting link between the Japanese Government-owned lines on the Peninsula and the Antung-Mukden arm of the South Manchuria Railway system. A survey was being made in February, for a fixed bridge 3,182 feet long, with spans of two to three hundred feet, thirty feet wide, and 26 feet above high water. The Chinese have asked that it be made a swing or drawbridge, to allow the shipping to pass. At present the issue is not all

Mr. S. Silverstone, agent P. M. S. Co. and family sailed on the "Korea" to-day for San Francisco on six months leave. During his absence Mr. Hatton, chief clerk, will be in charge.

His Excellency Admiral Li Chun of Canton is on a visit to Hongkong. He has visited the Kowloon Docks, and last night he and his suite were entertained to dinner at the Hongkong Hotel by the Dock Company officials.

Inspector Warnock, after more than twenty years service in the Hongkong Police, is about to retire on pension, leaving for home on the 27th inst. Mr. Warnock is a great favourite in the force and his colleagues view his prospective departure with regret.

A consignment of some thousands of pheasants brought in refrigerating tanks from Manchuria, was received by one of the largest firms of poulterers in Leadenhall Market. Other consignments will follow if it is shown that there is a demand for pheasants out of the ordinary English killing season. The birds will be kept in cold storage and will only be taken out as they are required.

Lucy Hodgeson, applying to the Boston (Lincolnshire) Bench for a separation order against her husband, Henry Hodgeson, agricultural labourer and ratepayer said that he neglected to provide proper food, but brought home rats upon which to feed himself, the family, and the dog and cat. He skinned the rats making her stuff them with sage and onions. She obtained the order she asked for.

Some pointed marks were made by Mr. J. H. Kemp at the Magistracy yesterday afternoon when conducting an inquiry into the circumstances attending the death of a seven years old Chinese girl. The father had caused her to be beaten on the legs by a medicine man to "drive away the devil," and his Worship said he hoped the Chinese newspapers would take note of the case as it might be a serious offence if it occurred again.

Mr. W. H. Lever, M.P., has intimated to the Wirral Division Liberal Association that he will not seek re-election. He was urged to reconsider his decision, but expressed himself as unable to do so in view of increased business, calls and other matters. It is not known at present when his retirement from Parliament will take place. At a meeting of the Wirral Conservative Association on May 15th Mr. Gershon Stewart was unanimously adopted to contest the division at the next election.

The total quantity of tea imported by England last year was 3,717,859 lbs., valued at £10,744,719. According to a statement made by Mr. Lloyd-George, the countries from which this enormous supply came were as follows:

Quantity.	Value.
India	171,532,030 lbs. £5,152,918
Ceylon	107,497,708 lbs. 3,008,616
China	19,113,985 lbs. 773,708
Java	11,938,378 lbs. 377,388
Other countries	7,074,022 lbs. 232,140
Compared with 1906 we imported 3,963,068 lbs. less last year, but paid £210,634 more.	

The Baltic Mercantile and Shipping Exchange presents a favorable report to its shareholders, notwithstanding that these are dull times for the shipping industry. Last year a dividend of 5 per cent. was paid. This time the distribution has been increased to 6 per cent. There is a slight diminution in the number of members, which is, perhaps, to be expected during a period when business men are cutting down their expenses. But the amalgamation of the Baltic and of the Shipping Exchange a few years back has produced an institution which is at once popular and stable.

A special section of the works' branch of the German naval administration has been established on the island of Heligoland to take in hand the preliminary work for the construction of a torpedo-boats basin, the cost of which—

to be spread over a series of years—is estimated at 9,000,000 M. (£21,000,000).

Other works in immediate contemplation are the strengthening of the sea-walls, additional fortifications at a cost of 1,200,000 M. (£280,000), the building of barracks and of a new artillery depot, estimated at 700,000 M. (£155,000), and the provision of quarters for naval officers and administrative officials of the navy.

For the Belgian Maritime Association there has been launched at Bremerhaven a fine ocean-going cadet ship, to be known as "L'Avenir." She is a four-masted barque, built of steel, and equipped with auxiliary deck machinery. She is designed to carry eighty cadets, whose quarters will be heated with steam and lighted by electricity. From the particulars which are furnished respecting her she ought to be a roomy and comfortable school-ship. "L'Avenir" follows pretty much on the lines of the two German cadet ships, Herzogin Sophie, Charlotte and Herzogin Cecilie, which have proved themselves to be fast-sailers, and well suited for training purposes. The Belgian authorities have not been satisfied to acquire and fit out a sailing ship, but have preferred a brand new vessel.

Old-age pensions for seamen have been the dream of enthusiasts for many a long year, but somehow they have never proved practicable in Britain. Consequently Mr. Asquith's proposal will favourably affect a good many old salts who, whether the pensioners of a crew or not, were not born to be drowned. In particular will the promised £5 per week prove a useful addition to the incomes of the old pensioners of certain benevolent institutions for seamen, which can not afford a very large monetary allowance. An old pension from the Royal Alfred Institution, for example, will automatically double. It is to be noted that alien seamen, even if they have been naturalized, must possess a long residential qualification in order to become entitled to a pension. The British-born seaman of 70 summers will consequently receive some measure of preferential treatment.

We are informed that all the Nippon Yusen Kaisha steamers on the America line have been recently fitted with Marconi's system of wireless telegraphy. This will be greatly appreciated by passengers travelling in the Company's steamers as well as by their friends on shore, as it enables messages to be exchanged when the vessel is on the high seas.

The sequel to a disturbance at the Soldier's Club the other night was witnessed at the Police Court yesterday. The trouble arose over the payment for drinks and it was alleged that a gunner attacked a Naval Yard policeman and tore his coat because he refused to leave the building. The policeman summoned the soldier who was ordered by Mr. Wood to pay £2 compensation for tearing the policeman's coat, but the man was discharged on the other count in view of the fact that he had already done ten days punishment which was meted out to him by the Garrison Authorities.

A ready-tongued thief came before Mr. Kemp at the Magistracy yesterday on a charge of pocket-picking. The complainant stated that as he was walking along Bonham Strand he was accosted by the defendant who told him that somebody had spat on his shoulder. He turned to see when he suddenly missed his purse. However he caught hold of the man and took him to a district watchman, to whom he protested he was not the right man and if they would let him go he would show them the right man in an opium den. Two hours were devoted to looking for the right man without avail. Defendant told the Magistrate he was a sailor on a Norwegian ship and on being asked the name of the ship he said he was not on it now but had a chance of getting a job on a blue funnel boat. If his Worship would let him he would give security for finding the right man. Asked where he would look for him he replied—Down West Point in Chinese theatre and recreation houses: I am not a bad man. His Worship was not impressed and sentenced him to six weeks imprisonment.

**ASSAULT CASE FROM THE DOCKS.**

At the Magistracy yesterday Mr. Wood heard a summons against Edward Kennedy of Kowloon Docks charging him with assaulting a Chinaman. Complainant's case was conducted by Mr. Otto Kong Sing.

Dr. Black stated that on the morning of the 10th inst. the complainant came to him and he found a bruise on his left breast which might have been caused by a blow. In reply to defendant he said it might have been caused by the man falling down.

Complainant said he went a few minutes after five o'clock on the 6th inst. to the time-keeper's office to get his number and asked a Chinese clerk to open the box where the numbers were kept. Defendant, who was inside the office, told complainant to go away, and threw something out of the window at him but it did not strike him. He walked away but was followed by defendant who punched him and knocked him down. A few days afterwards he went to see the doctor.

Another Chinese employee gave corroborative evidence.

Defendant stated that this box in which the numbers were kept was used by men working on the ships of the Royal Navy and when complainant came to the office that day he had forgotten to open the box, a duty which belonged to the Chinese clerk who was absent at a funeral. Complainant kicked up a row and when he told him to go away he used filthy expressions in Chinese. Defendant understood Chinese. Defendant added "if you don't go away I will make you" and then ordered him away. By that time he went outside and then complainant moved away. He followed him and the man tripped over the waterproof coat he was carrying. When he got up defendant hit him with the rain coat.

A Portuguese watchman was called who said he witnessed the whole affair but did not see defendant strike the complainant.

His Worship said to Mr. Otto Kong Sing that it seemed to him the story of the defendant was true and he discharged him.

Mr. Otto Kong Sing said if his Worship would hear him he thought he could show that the man was convicted out of his own mouth. He thought the complainant was entitled to a conviction.

**LEGISLATIVE COUNCIL.**

A Meeting of the Hongkong Legislative Council is called for Thursday afternoon. The Colonial Secretary will move a Resolution under Section 170 of the Public Health and Building Ordinance, 1903. The orders of the day are: Third reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary sum of one hundred and sixty-six thousand seven hundred and thirty-five dollars and eighty-five cents, to defray the charges of the year 1907. Committee on the Bill entitled An Ordinance to provide for the regulation of Chemists and Druggists and for regulating the Sale of Poisons. Committee on the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903, and the Public Health and Buildings Amendment Ordinance, 1903. The Committee Stage of the Exportation of Opium Ordinance will not be proceeded with at this meeting.

**HONGKONG VOLUNTEER RESERVE ASSOCIATION.**

**MAY CUPS.**

The competition for the three cups offered by the Hon. Mr. F. H. May, C.M.G., was completed on Sunday. The terms were that the competition should extend over six months from January 1 to June 30, the four best monthly scores (2 at 500 and 2 at 200 yards) of each competitor to be counted. The competitors were divided into three classes, "A" from scratch to 3 Handicap, "B" from 4 to 7, "C" from 8 upwards. The winners are:

"A" Class.

A. Jenkins, "B" Class.

E. W. Dawson, 3rd.

J. Hutchings, "C" Class.

L. Gibbs, Pool Winner.

Capt. E. Branch, 31+4=35.

**TELEGRAMS.**

[NEUTER'S SERVICE.]

**THE SUFFRAGETTES.**

LONDON, June 14th.

Ten thousand women assembled on the Thames Embankment, and marched in procession with bands and banners to the Albert Hall, where they inaugurated a Suffragette Saturday. The procession which included representatives from the Colonies, was headed by Ladies Frances Balfour, Henry Somerset, and Onslow, Mrs. Alfred Lyttelton, Mrs. Lloyd-George, and other prominent workers, and there were also present lady doctors, authoresses, factory hands and servants.

**THE MOZAFFAREFORE MURDERS.**

LONDON, June 14th.

The murderer of Mrs. Kennedy and her daughter at Mozaffarefoore, Bengal, has been sentenced to death.

**THE MEETING OF KING AND TSAR.**

LONDON, June 14th.

The meeting of King Edward and the Tsar at Reval has created a profound impression at Constantinople where it is believed it will importantly affect affairs in the near East.

**THE WRIGHT AEROPLANE.**

PEKING, May 10.

A message from Mantua (N. Carolina) last month said:

The Wright Brothers' airship yesterday performed a flight of fifteen miles out to sea at a height of 1,000 feet.

After circling, it returned to the starting point.

The wind velocity during the trial was ten miles an hour, but this in no way hampered the movements of the airship, which was under absolute control.—Reuter.

The performance, says the Central News, was regarded as so satisfactory by the Brothers Wright that an attempt will be made to take the airship over the seventy-five miles to Cape Henry and back.

The Brothers Wright have long been known as successful students of aeronautics, and it was confidently predicted of them that they would be amongst the most notable of conquerors of the air.

Most of their previous experiments have been conducted with the utmost secrecy, but they have claimed that on one of these trials they were successful in covering a distance of twenty-five miles without returning to earth.

The remarkable performance reported to day took place during the trials the inventors have been making before attempting the greatest feat of flying from Kill Devil Hill in North Carolina to Cape Henry, a distance of seventy-five miles and back.

The flight of fifteen miles over the sea easily beats the records established by flying machines in the Old World.

M. Del

## OUSTED BY CHINAMEN.

## BRITISH SAILORS EXCLUDED FROM BRITISH SHIPS.

When a Chinaman is employed in a South African mine, the heart of the liberal goes out to the "unhappy slave." When a Chinaman is employed by a Liberal shipowner to the exclusion of a British seaman, it does not matter to any member of the Government majority except Mr. Havelock Wilson, the sailor M.P.

It has been well known for some time that Chinese sailors are being daily exploited in the Port of London to the exclusion of Englishmen, but no Liberal has ever raised his voice in protest. In the House Mr. Havelock Wilson asked the Home Secretary "whether he had received any report from the police authorities with regard to the disturbances which have occurred at the Mercantile Marine Office, Poplar, in consequence of the contemplated engagement of crews of Chinamen for the steamships "Zambesi" and "Shorthorn."

The president of the Board of Trade said Chinese boarding-house keepers had not and would not be allowed access to Board of Trade premises for the purpose of supplying crews of Chinamen to British ships. He was not aware that it had been the practice for many years to prevent British seamen and others from using the waiting-rooms of mercantile marine offices unless they could produce certificates of discharge to prove that they were bona-fide seamen. The waiting-rooms were open to all persons desirous to serve.

"The recent unusual increase in the number of Chinese seamen shipped in United Kingdom ports requires and is receiving prompt and searching attention, and must be regarded as a matter of serious concern."

"Any case in which sufficient evidence is available of a boarding-house keeper having supplied a crew, Chinese or otherwise, will be considered with a view to legal proceedings."

Mr. Havelock Wilson was not satisfied with this and he questioned Mr. Churchill more closely.

"I have nothing to prove that the crews in these cases were supplied by Chinese crimps," replied Mr. Churchill, "but if any evidence of an infringement of the Merchant Shipping Act is forthcoming, the question of instituting legal proceedings will be considered."

A meeting of protest against the employment of Chinese on British ships was held at Cardiff, when Mr. Henson, of Barry, declared that instead of the Union Jack the Cardiff officers of the Shipping Federation ought to fly the Chinese flag.

A large number of unemployed British seamen assembled at the offices of the Mercantile Marine at Poplar, where a crew was to be engaged for the British steamship "Zambesi," which on her previous voyage carried a British crew. The British seamen learned with indignation that Chinamen were to be employed on the ship. A deputation waited on Mr. Havelock Wilson, M.P., and he proceeded to the Mercantile Marine office and interviewed the superintendent, entering a protest against the engagement of the Chinamen on the grounds that they had been supplied by boarding masters and "crimps" who were not licensed to supply seamen, and that the Chinese could not speak or understand the English language. When the Chinese went in to sign the superintendent tested one or two and found that they could not pass the language test. It was then decided to sign the men on coasting articles to proceed from London to Cardiff, but when the Chinese arrived at the Surrey Commercial Docks they found about two hundred British subjects on board the vessel. These were supported by the dock labourers, and eventually a British crew was taken on. At a meeting of Poplar resolutions on the subject were adopted and sent to the local members of Parliament.

A later account says:—

For the present the European sailors and firemen of the East-end have triumphed in their opposition to the signing on of Chinese crews while Westerners are unable to find work.

In anticipation of new efforts being made to ship the Chinese, who were driven from the Board of Trade offices in East India Dock-road, a strong body of white seafaring men picketed the offices again. A large number of police were in attendance, under a superintendent and two inspectors. Mr. J. Havelock Wilson, M.P., and other officials of the National Sailors' and Firemen's Union, were also present.

Mr. Wilson promised the Europeans that when the yellow men were tested as to their knowledge of English, or their British citizenship, as required by the new Merchant Shipping Act, he would test them personally on the former point. But the boarding-house masters and the representatives of the shipowners had made other arrangements, and the men wanted to make up a crew for Cardiff had been quietly moved to the railway-terminus and sent on by train to the South Wales port. It is not clear how this will settle the trouble for Mr. Wilson at once wired to the agent of the union there, Mr. Dunn, and it was confidently expected that the language test would be rigidly insisted upon, even if the men were taken on board to sign articles.

During the morning Mr. Wilson informed a representative that he had proof that the provisions of the new Act, and of its diet scale, were being habitually evaded, and expressed conviction that the claim to be British subjects put forward on behalf of the Chinese was unfounded.

"These men, if they were British subjects," he declared, "would have what is known as 'Dixie' books, containing their discharge from other vessels, and an entry showing their nationality. They declare they were discharged from foreign vessels, that they have lost their books, and that they were born in Hongkong, or some other British territory. If they said they had been discharged from a British ship, the Board of Trade officials could get access to their papers, and check their statements."

"The Act says that the superintendents shall cause the agreements to be read over and explained to each seaman, or he shall ascertain that each seaman understands the same before signing it."

"This is how they apply that. They get hold of a 'No. 1' firman, or a leading seaman, and if he can understand a little English, they ask him to explain it to the others. I have seen some of them, and they could not understand more than a very few words of English, and to ask them to interpret a long legal document like a ship's agreement, with its regulations and fines and diet scale, is simply useless."

"What good is such a crew in emergencies, when the leading man, or 'firman,' might be in bed when an order was to be given to avoid disaster?"

"What we ask is that there shall be official interpreters, without bias, to explain the agreements. I have seen officials allow the very crimp who has procured the men to act as interpreter of the agreement to them. When they ship English sailors they want to see their book with twenty or thirty discharges in it. But they will ship a Chinaman without any guarantee that he has ever been to sea as a sailor or fireman."

Mr. Wilson holds that the evil is a greater one than the public realise. The news that Chinese can be signed on in London at £3 a month, he declares, is causing them to "jump" or desert their ship in Continental ports, because they get only £2 a month on them. The result is that the East-end is getting crowded with the yellow men, while English sailors are starving.

"Before the beginning of the new Act and the coming into force of the new diet scale," says Mr. Wilson, "the employment of Chinamen was absolutely confined to the regular liners trading on the coast of China and in the East, which have employed them for years. With the advent of the Act I should say 100 or more tramp steamers are carrying them, trading exclusively in Western waters, including the Black Sea, the Mediterranean, and to America."

Mr. Wilson added that a great demonstration of protest is being arranged for London. Processions will march from Canning Town Station, Leeman-street Station on the 31st, combining at Victoria Park. A similar gathering will be held in South Shields on the 23rd, at which Messrs. Michael Joyce (Limerick), T. Summerhill (Sunderland), J. W. Taylor (Chester-le-Street), J. Jenkins (Chatham), J. Havelock Wilson (Middlesbrough) and other members of Parliament will speak. Questions to the President of the Board of Trade have been placed on the House of Commons paper.

## CHINESE TELEGRAPH.

The Ministry of Posts and Communications has now practically decided to buy out all the mercantile shares in the Imperial Chinese Telegraph Administration in order to secure full control of the service. The following reasons for this decision are given:—

1. To convert the administration into a Chinese Government department.
2. To increase its capital to at least £1,000,000.
3. To repair thoroughly all cable and land lines where necessary.
4. To construct new lines in Manchuria, Mongolia and Tibet and also in some places in China proper for the general improvement of communications.
5. To reduce the charges, which are now many times higher than in foreign countries.

H. E. Chêng Pi, President of the Ministry, is preparing a memorandum on this question for imperial sanction. The President is conferring with Duke Tsai Tei, President of the Ministry of Finance, as to how funds may be raised for the purpose. Some high authorities in the Capital do not favour the compulsory purchase of the company, and the liability of the company was limited to making compensation for the sacrifice of the anchors and chain lost, but not further to pay damages resulting from such sacrifice. The action was eventually settled on that basis. Any other result might have been most damaging to the interests of all those who had laid and were working on telegraphic cables. The laying of the company's new direct cable between Java and the Cocos Islands had been successfully accomplished, and the line had been opened for traffic since the close of the year. The length of the cable was about 778 nautical miles, and the cost would be charged against the general reserve fund during the current half-year. This new communication should form a useful alternative route for their Far East traffic, and had it been in operation when the reseizure occurred among the Indian Government telegraph employees it would have assisted in relieving the congestion occasioned during the early days of the strike. The Indian Government authorities shortly after the outbreak—fortunately for the cable communications passing in transit through India—arranged with the Eastern and the Eastern Extension Companies to work two of their land-lines from the cable stations at Bombay and Madras, and in this manner they were able to forward the Trans-Indian traffic across India with satisfactory results to the telegraphing public and to the Indian Government. When the strike was over the land-lines were again worked by the Government, but they were in communication with the Indian authorities with a view to obtaining if satisfactory terms could be arranged, the permanent working across India of the Trans-Indian traffic by the Eastern and the Eastern Extension Companies, as they were convinced that such an arrangement would be for the advantage in speed and accuracy of all the countries they served. Another quinquennial meeting of the International Telegraph Conference was now being held at Lisbon. Judging from what appeared in the newspaper a few weeks ago, considerable misapprehension appeared to have existed on the part of the chamber of commerce and telegraphing public generally as to the action of Governments and cable companies at the conference in regard to the use of artificial words in code telegrams; but the publication of the Postmaster-General's letter to the chambers of commerce on the subject made it clear that it was not proposed to withdraw the privilege, but only to endeavour to have more clearly defined the conditions to the "pronounceability" of artificial words. In many cases code makers had recognized the importance of avoiding combinations which were of doubtful pronounceability, but in some cases an unreasonable use of the concession had been made. It would be readily understood that a telegraphist could deal more rapidly and easily with a pronounceable word, which could be more quickly grasped and remembered while it was being transmitted, as compared with an arbitrary combination of letters requiring a separate effort of attention for each letter. Thus greater speed and economy, which were what the public required, were obtained, and there was less need for repetitions and corrections. It was to be hoped that the concession is to pronounceability would be clearly defined at the conference, so that the condition is to pronounceability would be more clearly defined, in order to put some limit for the future to this tendency. There was, however, no intention of adopting either the wide and even generous interpretation, which would cover the great bulk of the codes at present in use. Speaking generally of the present report, he thought it might be considered fairly satisfactory. He concluded by moving a resolution for adopting the report and approving the dividend and bonus recommended. Lord Tweeddale seconded the motion. In reply to Mr. John Newton, the chairman stated that the company most cordially supported coding under all reasonable conditions. It was for the good of the world at large and the company that coding should be carried out fully, and on great reason in favour of that was that the capacity of the cables was limited. It was therefore desirable that those who wished to send long messages should be able to put them into a small number of words, so that the cables could deal with the traffic at the busy hours of the day or night. He might say that 98 per cent. of the company's work was coded and only about 5 per cent. uncoded. The Eastern, the Eastern Extension, the Western, and the Associated Companies had done everything in their power to help the general public to code their social messages. The motion was unanimously adopted.

The statistics of crime in the German army show a steady decrease in the number of convictions for ill-treatment of inferiors, which have fallen from 770 cases in 1901 to 498 in 1903.

Considering that the number of non-commissioned officers is around 80,000, this represents a substantial improvement. In the same period cases of insubordination have decreased by 20 percent, while acts of personal violence on the part of the men have dropped from 1,838 instances in 1901 to 1,341, in 1903. The record of petty thefts in barracks also shows a tendency to decrease.

## EASTERN EXTENSION, AUSTRALIA, AND CHINA TELEGRAPH COMPANY.

## NATURAL RESOURCES OF AMERICA.

## SPECH BY PRESIDENT ROOSEVELT.

Washington, May 13th.

This morning at the White House the President received the Governors and delivered an illuminating address on the object of this unique and historic gathering. Nearly every Governor was present, the Governors of Alaska and Hawaii making long journeys to attend the conference. The East Room of the White House was converted into a lecture room, with a platform from which the President delivered his address.

On his right sat the members of the Cabinet, on his left the Vice President and the members of the Supreme Court. Before President Roosevelt called the conference to order, members drawn from all parts of the vast continent intermingled and chatted together. The Presidential possibilities, Bryan, Hughes, Johnson, Coolidge, Fairbanks, and Knox—joked and chaffed each other in the most friendly way. Nothing could more completely emphasize the fact that there exists in the United States to-day no distinct party on lines other than at the White House this morning. Friendly difference there may be, but from the moment that the wonderfully magnetic man, the President, mounts the platform, those assembled—the most widely representative assemblage ever gathered together in the history of the country—are of one mind.

They were earnestly and enthusiastically with President Roosevelt in his efforts to conserve the moral and material welfare of the nation.

Always the moral welfare, for the President never forgets that, and did not this morning.

"The material welfare is and ever must be second to the moral welfare," President Roosevelt adroitly declared in his opening remarks, which were wildly cheered.

The dramatic incident of the morning occurred when President Roosevelt, referring to Congress, said that the co-ordinate branch of this Government had refused him the small appropriation to continue the splendid work of the Waterways Commission. Then he paused,

and obtained a unanimous decision from the Lords Justices of Appeal altering the learned

Judge's order, and declaring that the liability of the company was limited to making compensation for the sacrifice of the anchors and chain lost,

but not further to pay damages resulting from such sacrifice.

The action was eventually settled on that basis. Any other result might have been most damaging to the interests of all those who had laid and were working on telegraphic cables.

Then followed deafening cheers and applause loud enough and long enough to reach the Capitol and Pennsylvania Avenue, where Senators Foraker and Raynor this hot day are expounding the Constitution and proving to the remainder of the week in the White House.

Carnegie follows this afternoon with an address on ore and minerals, as he sits in the "B" tie—tomorrow for England. If properly managed—the President seems to be managing himself, from reading announcements to giving full instructions as to the relation of the method of procedure—the Conference is bound to be productive of much good.

In concluding his speech on the natural resources of the country, President Roosevelt said:—

They had assembled to consider a vital question, the weightiest problem, now before the nation, because the natural resources of the country, the fiscal basis of national power and perpetuity, were in course of rapid exhaustion.

Already the limit of unclaimed land was in sight. They had begun with an unapproached

heritage of forests. More than half of the timber was gone. They had begun with coalfields more extensive than those of any other nation, and with iron ores regarded as inexhaustible, and many experts now declared that the end of both iron and coal was in sight.

The mere increase in the consumption of oil during 1907 over 1906 exceeded the total consumption in 1876. The enormous stores of mineral oil and gas were largely gone.

Their natural waterways were not gone, but they had been so injured by neglect and other causes that there was less navigation on them now than there had been 50 years ago. Finally, they had begun with soils of unexampled fertility, and they had so impoverished them by injudicious use and by failure to check the erosion that their crop-producing powers were diminishing instead of increasing. It was unprofitable for the nation or the State to permit any further cutting of timber save on a system which would provide that the next generation should see the timber increased rather than diminished.

Irrigation and drainage would add enormously to the extent and value of agricultural land, and transportation facilities could be enormously increased by the canalization of the rivers so as to complete a great system of waterways. But all these various uses of natural resources were so closely connected that they should be coordinated and should be treated as part of one coherent plan and not haphazard and piecemeal.

Finally, let us remember that the conservation of our natural resources, though the gravest problem of to-day, is yet but part of another and greater problem to which this nation is not yet awake, but to which it will wake in time and with which it must hereafter grapple if it is to live—the problem of national security.

But this is the patriotic duty of ensuring the safety and continuance of the nation. When the people of the United States consciously undertake to raise themselves as citizens, and the nation, and the States in their several spheres, to the highest pitch of excellence in private, States, and national life, and to do this because it is the duty of this nation, then, and not till then, the future of this nation, in quality, and in peace, will be assured.

Finally, let us remember that the conservation of our natural resources, though the gravest problem of to-day, is yet but part of another and greater problem to which this nation is not yet awake, but to which it will wake in time and with which it must hereafter grapple if it is to live—the problem of national security.

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**T**HE I.G.M. Steamship "GOEBEN," Captain Wilhelmi, will leave for the above place TO-DAY, the 17th inst., at 9 A.M. For further particulars, apply to NORDDEUTSCHE LLOYD, MELCHERS & CO., Agents. Hongkong, 16th June, 1908. 5

NORDDEUTSCHE LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

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NORDDEUTSCHE LLOYD, MELCHERS & CO., Agents.

Hongkong, 16th June, 1908. 5

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**A**NY persons having claims against the Estate of the late Colonel HENRY MARTIN, late P.M.C., South China Command, are requested to forward the same to the PRESIDENT, Committee of Adjustment, on or before the 15th JULY, 1908.

S. MACDONALD, Major, R.A.M.C., President, Committee of Adjustment, Hongkong, 15th June, 1908. 959

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## TO LET.

NO. 18, WYNDHAM STREET, Four Rooms.

Apply to C. F. DE CARVALHO, 14, Arbutnott Road, Hongkong, 16th June, 1908. 982

## TO LET.

**F**IRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRED. BOEMANN.

Apply to YEE SANG FAT & CO.

Same address, Hongkong, 23rd January, 1907. 270

## TO LET.

## OFFICES IN HOTEL MANSION.

Apply to HENRY HUMPHREYS,

Alexandra Building, Hongkong, 1st May, 1908. 743

## TO LET.

## A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st June, 1908. [85]

## TO LET.

## OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHEWAN TOME &amp; CO.)

Apply to THE COMPARADORE DEPARTMENT,

E. D. SASQUON & CO.

Queen's Road Central, Hongkong, 10th June, 1908. 947

## TO LET.

## N. 2, MACDONELL ROAD.

Apply to COMPARADORE'S DEPARTMENT,

Nippon Yuen Kaisha.

Hongkong, 8th June, 1908. [88]

## TO LET.

## OFFICES in ALEXANDRA BUILDINGS.

Apply to SECRETARY,

A. S. Watson & Co. Limited.

Hongkong, 23rd April, 1907. [91]

## TO LET.

## FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to TAM TSZ KONG,

Care of Hip On Insurance, Exchange and

Loan Co., 1st, 42, Bonham Strand, West.

Hongkong, 1st October, 1907. 94

## TO LET.

## GLENWOOD CAINE ROAD, suitable

for a Boarding house or Club. Containing 28 Rooms.

2-BEACONFIELD ARCADE, Faling Parade Ground.

No. 1, COLLEGE GARDENS, Furnished.

For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor.

From 1st July, 1908.

BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms.

DWELLING ROOMS and Offices in

ROBINSON ROAD.



## NOTICE.



PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view, quality and purity.

Swing to BORDEN'S special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO.,  
CONNELL BROS. COMPANY,  
Sole Representatives in Hongkong.

## SCIENTIFIC MISCELLANY.

THE NEW DIVING—EGYPTIAN GOLD MINING—THE LARGEST MAGNET—AUTOMATIC VIOLIN-PLAYING—ARTIFICIAL BLACK DIAMONDS—KEIME VISION—THE CENTER OF THE EARTH—EFFECTS OF FATIGUE POISON—MILK ICE.

The collapsible well or shaft offers now possibilities in marine exploration. This is composed of an observing or operating chamber, which is sunk into the water and lengthened out by successive cylindrical sections bolted together from the top, each section consisting of a series of rings with flexible covering. The operating chamber is fitted with strong glass windows, and sleeves to enable the diver to manipulate apparatus on the outside of the shaft. In such a tube a diver can descend to considerable depth, remaining in free communication with the open air and working under ordinary pressure, and he seems to have within reach a considerable range of such work as clearing hills and exploring wrecks. Hoisting and lighting apparatus can be lowered on the outside. Such a shaft is likely to afford new entertainment at amusement resorts, and gives a ready means for observing submarine life and conditions.

An Egyptian mining center—probably worked as early as 2500 B.C.—was in the Eastern Desert, between the Red Sea and the Nile. The lately-discovered remains described by C. J. Alford include small irregular stone huts, arranged in groups of two or three towns large enough for 1000 men. The ancient workings are buried in sand. The only vestiges of mining apparatus are elliptical rubbing stones for coarse brushing and quartz mills for reducing the rock to fine powder, ready for washing out the gold.

Electromagnetic cranes have proven the most efficient and economical devices known for handling rails, kegs of nails and bolts, and other heavy pieces of iron and steel. Electromagnets are now made to lift 25,000 pounds with ease.

The electric violin-player is one of the most ingenious of recent musical mechanisms, and this is entirely automatic in action, unlike the familiar piano-players, which are somewhat guided by the operators. A perforated roll is drawn over the strings by a small motor. With the paper in place on the roller, contact-brushes rest upon it, and as a perforation is reached, current from the brush energizes a corresponding electromagnet, producing the proper effect. A revolving disc, built up of layers of celluloid of the thickness of horsehair, is automatically moved to give the action of the bow. A special magnet controls the staccato movement by pressing the disc suddenly against the string, and four magnets—one for each string—yield pizzicato effects by causing a hook to fly back and pluck the string. An arm vibrated against the tail-piece gives the tremolo effect. Each string has fifteen automatic fingers, which can be used singly or in combination, giving double, treble or quadruple stopping; or a solo may be played, with accompaniment on the lower strings. A very creditable violin performance can be had by simply turning a switch.

Carbon is an amorphous fused condition—real black diamond—is produced in a simple manner by a process lately patented in France by M. Bonnet. A vessel of bronze or other metal contains two carbon electrodes, between which is a rod of carbon over a small vessel of carbon bisulphide; as the first current is passed the liquid is vaporized, generating a high pressure. Under this pressure and the temperature of a high-tension current, the carbon rod is changed in a few moments to black diamond—the material is prized for drills and as an abrasive.

The Pleiades have long formed an interesting test of vision. To ordinary eyesight six stars are visible, but keen-eyed persons see seven and even eleven or more. Reporting later observations, P. Vincent, an Antwerp astronomer, mentions counting thirteen Pleiades with the naked eye.

The earth's interior is still a mystery, but physicists no longer regard it as a molten mass—all radiating heat into space, a different conception having been gradually forced upon them on the last forty years by studies of the tides, of the propagation of earthquake waves, and quite recently, of the possible heating from radium. Lord Kelvin and others have concluded that the earth is more rigid than steel but less rigid than glass. There are reasons for assuming that a strong crust may encase a metallic nucleus, and Sir Oliver Lodge has shown that the earth's known average density of 5.6 could be accounted for by supposing that the strong crust with an average density of 2.5, extends to a depth of 300 miles, and encloses a core of metallic iron, with a density of 7. The Hon. R. J. Strutt finds more radium in the rocks than would suffice to keep up the internal heat if the earth were of rock throughout. He calculates that the crust is 45 miles thick, and that the radium gives it a uniform temperature throughout the metallic nucleus, which does not contain radium.

Fatigue is now generally attributed to poisoning from muscular waste. It does not come on steadily, however, from the early morning until the stage of sleep is reached in the evening, and a new conclusion is that the first effect of the fatigue poison is one of stimulation. This would explain why mental faculties and muscular energies are often at their best in the evening. It is pointed out as quite probable that both nerve-centres and muscle-fibres may be rendered irritable, and that the same chemical agents may later narcotize them.

The advantages of distributing milk in frozen form are being recognized in Europe. Freezing—unlike scalding—causes no alteration, and the frozen milk can be kept unchanged for several weeks. Cream remains diffused throughout the liquid, while bacteria are greatly lessened.

When you ask for

# BOVRIL

do not take a cheap imitation. BOVRIL is all beef and is a standardised strength-giving food.

Always have BOVRIL handy.

By Royal Warrant to His Majesty the King.

## UNCAPSIZABLE SHIPS.

PROPOSITION TO BUILD BROADER VESSELS.

In a paper on "Unsinkable, and Uncapsizable Ships" Gen. Gouleff stated that it was only after the loss of H.M.S. Victoria by capsizing (a disaster repeated in several cases during the late Russo-Japanese war) that it had been recognised that as soon as a ship of the present ordinary form, proportions and system of construction received a blow either by ram, torpedo, shot, or collision, perforating the underwater part of the hull and causing more or less serious injuries, the vessel immediately became dangerously over and lost her stability.

The helpless condition to which many modern warships of various nationalities might be reduced had been proved by calculation and model experiments both in Russia and America, while in the recent war with Japan some ironclads of the Borodino class were seen floating after the battle of Tsushima bottom upwards, looking like the backs of some huge species of fish.

Gen. Gouleff gives a system of construction he has devised partly to protect the ship against the torpedo. He attains this object by making vessels much broader and shallower than they have been, or are at present, leaving their length the same, or making them even somewhat longer. The form of construction provides treble broad longitudinal cellular side corridors, each oft, wide, which are rendered possible by the increased breadth of the vessel, and intended to reduce to a minimum the quantity of water that may enter the ship through injuries or openings made in her under-water skin.

With regard to the resistance of water to the motion of vessels of great beam, Gen. Gouleff claims that investigations into the question prove that the absence of wave-making by a ship constructed on his system would enable it to attain a higher speed on the same displacement.

His chief objections to Gen. Gouleff's system, urged in a discussion that followed the reading of his paper, reported by the "Navy League Journal," were that it would not minimise, but rather increase, the danger from submarine mines; and that it would also increase the tendency of the ship to roll and the risk of dislodgment by gun-fire.

The annual cost in full commission of the following classes of vessels, taking interest at 3 per cent. and allowing for interest, depreciation of capital, wages of officers and crew, and a proportionate charge for repairs, repairs, and renewals, and other necessary items, and also assuming a life of 20 years in the case of the battleships, and 10 years in the case of the torpedo-boat destroyers and first-class torpedo-boats, respectively, is, in the "Navy League Journal," states, as follows:

First-class battleship ..... £231,500  
Torpedo-boat destroyer ..... £17,500  
First-class torpedo-boat ..... £6,100

## ROYAL ASIATIC SOCIETY.

The anniversary dinner of the Royal Asiatic Society was held last month at the Hotel Cecil. Lord Rosey, the president, occupied the chair, and the company included the Chinese Minister, the Siamese Chargé d'Affaires, Lord Wimborne, Lord Wimborne, Sir J. and Lady La Touche, Lady Lyall, Sir Richard Temple, Sir W. C. Cruz, Mr. Willits, Sir Raymond West, Sir Charles Elliot, and Sir Robert Douglas. Lord Middleton, in proposing the toast of "The Society," said there was nothing of which Englishmen were more ignorant than of the work which their fellow-countrymen had done in Asia, and of that which remained to be done there. Since the foundation of the society in 1823 many changes had taken place in other continents, but through them all they had only to look back to feel that the future lay with Asia. The history of the past was to a large extent unathomed there. We still found China almost impenetrable to foreigners. In Japan, that great nation which had suddenly been launched on a memorable and prosperous career, they saw a great antiquity interesting in its past, and perhaps to Englishmen still more interesting in its future. Persia was still existing on the relation of an ancient fame, and even India was still less known to Englishmen than it ought to be. Looking to all these other continents and parts of the world, Asia still held the field with a past unfathomable and to a large extent inscrutable. He could not help feeling that what the society had done in pursuing the more remote interests of Asiatic study had been a great advantage to civilization, and at the same time a vindication of our claims as a nation not merely of conquest, but of culture.

The President, in responding, said it was the aim of the society to strengthen the ties which bind the British Empire and India together by establishing a better understanding between East and West. It was their object, by the study of Indian literature, Indian customs, Indian sociology, and Indian philology more and more to create an atmosphere of knowledge, and thereby to strengthen a friendship which ought to exist between us and the best educated minds of India. The society was successful in obtaining last year from the late Prime Minister a recognition of the importance of Oriental studies. They expected a report from the committee which would be appointed on Oriental languages, which would show how much need there was for further development, and further co-ordination of Oriental studies, especially in the metropolis, and he hoped that the Government would be prepared to act on some of the recommendations which he was sure that report would contain. He was convinced that the University of London would be prepared to give that recognition to Oriental studies which was necessary in order that it might occupy something of the position of the schools of Oriental languages in the various capitals of Europe.

The anniversary meeting of the society was held at the rooms in Albemarle-street in the afternoon, with Lord Rosey, the president, in the chair. The report, adopted on the motion of Professor A. A. Macdonell, of Oxford, seconded by Dr. Gaster, showed a substantial increase of membership, the number of new elections (66) being the highest recorded since the foundation of the society, excepting in the year 1883, when the number elected was 72.

Lord Rosey said that the election of distinguished Continental scholars was a matter in which great interest was taken by the Oriental schools of Europe, and the honour of election was highly valued. He referred in detail to the work of the three savants elected by the meeting on the recommendation of the council—namely, Professor Hermann Oldenberg, a great authority on Hebrew literature; Professor Gaston Maspero, a member of the French Académie, director of the Museum of Antiquities at Cairo, and an Egyptologist of international reputation; and Professor Carl Schleemann, director of the Oriental Museum in St. Petersburg, whose special fields of research were Arabic and Persian. Professor Browne, Professor Margoliouth, Mr. Damas, Mr. Ellis and Mr. Thomas were elected members of the council, and Sir Robert Douglas and Sir Charles Lyall were re-elected vice-presidents.

## THORNES OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNES OF CHESTER AND HAS BEEN SO-DAINED SINCE 1831.

## SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO. LTD.

As Supplied to the House of Commons.



A pure Worm  
Remedy, containing  
the most agreeable  
kind of Wormwood  
and the only  
gentle Remedy  
for Internal or  
External Worms  
it is particularly  
adapted for  
Children and  
Old Persons  
Sold in Bottles  
by all Druggists



LADIES' SAFFREIN  
REMEDY

For functional troubles, delay, pain  
and those irregularities peculiar to  
the sex.

Prescribed by the highest French  
Medical authorities and superior to  
Tansy, Steel Drags and Penny royal.

CHAPOTEAUT, 8, rue Vivienne, Paris.

Sold by all Chemists.

THE NEW FRENCH REMEDY  
THERAPION MARK

A successful and highly popular remedy, used in the Continental Hospitals by Kredl, Rosenthal, Jellinger, etc., and in Germany, France, Italy, etc., to cure a number of the kind, and surpasses everything hitherto employed.

THERAPION NO. 1 is a remarkable short-time, often a few days only, removal all discharges from the urinary organs, effectively superseding injections, the use of which does irreparable harm by laying the body open to infection. It is also a powerful diuretic, purifies the lower bowel, cough, bronchitis, asthma, and cures the more trying complaints of this kind. It will be found astonishingly active, and quickly relieved where other well-tried remedies have been powerless.

## THERAPION NO. 2 is purified to remove scurvy, purifying the heart, lungs, liver, kidneys, and all diseases for which it has been too much a fašade to employ mercury, sarsaparilla, etc., to the destruction of teeth and bones, etc., etc.

THERAPION NO. 3 for impure blood, scurvy, purifying the heart, lungs, liver, kidneys, and all diseases for which it has been too much a fašade to employ mercury, sarsaparilla, etc., to the destruction of teeth and bones, etc., etc.

THERAPION NO. 4 is sold by the principal chemists and apothecaries and surpasses every other preparation.

THERAPION NO. 5 is sold by the principal chemists and apothecaries and surpasses every other preparation.

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THERAPION NO. 41 is sold by the principal chemists and apothecaries and surpasses every other preparation.

THER

## SHIPPING.

## ARRIVALS.

ASTANAX, British str., 1,871, D. McLean, 16th June—Singapore, 11th June, General—Butterfield & Swire.  
CARL DIERDORFFER, German str., 774, T. Kayser, 16th June—Swatow, 15th June, General—Johann & Co.  
ELLEN RICHERS, British str., 1,897, Schuyermann, 16th June—Möji 10th June, Coal—Mitsui Bussan Kaisha.  
FEI, Norwegian str., 803, C. Weigle, 16th June—Newchwang Jun 7th, and Choofoo 9th, General—Aagaard, Thorson & Co.  
GOEBEN, German str., 5,150, B. Wilhelmi, 8th June—Bremen 6th May, & Singapore 12th June, Mails and General—Melchers & Co.  
MUNCASTER CASTLE, British str., 3,034, S. Watson, 10th June—Tokohama 8th June, General—Doddwell & Co.  
PAKLAT, German str., 1,017, J. Wanzen, 16th June—Bangkok 12th June, Rice and Meal—Norddeutscher Lloyd.  
REDAE, Norwegian str., 2,241, G. Stangeby, 15th June—Möji 9th June, Coal—Aagaard Thorson & Co.  
RIVER, British str., 1,611, R. W. Almond, 15th June—Manila 13th June, Hemp, Sugar and Cigars—Swanson, Tomei & Co.  
TRIDOM, German str., 739, Hansen, 18th June—Haiphong 14th June, Rice—Johnson & Co.  
WALES, British str., 16th June—Canton.  
YOSHIO MARU, Japanese str., 2,992, B. Kuroi, 16th June—Möji 11th June, Coal and General—Nippon Yusen Kaisha.

## CLEARANCES AT THE HARBOUR MASTER'S OFFICE.

16th June.  
Draer, Norwegian str., for Chefoo.  
Evi, Norwegian str., for Canton.  
Goden, German str., for Shanghai.  
Kuklung, British str., for Amoy.  
Waihing, British str., for Shanghai.

## DEPARTURES.

16th June.  
ANAKA, British str., for Canton.  
CANDIA, British str., for Hainan.  
HAIAN, Fronet str., for Hainan.  
HAITAN, British str., for Coast Ports.  
HANGZHOU, British str., for Canton.  
KOZEA, American str., for San Francisco.  
MEFOO, Chinese str., for Shanghai.  
OCEANO, British str., for Canton.  
ROMANT, British str., for Canton.  
SHOUHU MARU, Japanese str., for Takao.  
TSINTAU, German str., for Bangkok.

## SHIPPING REPORTS.

The British str. *Labi* reports: Light variable winds, smooth sea throughout.  
The British str. *Munaster Castle* reports: Moderate to fresh South Westerly winds and rain.

## VESSELS IN DOCK.

June 16th.  
ABUDEEN DOCKS—Cheung Chau, Progress, Kowloon, Dukay, Sorisou, Funne, Curtfield, Araba, Haiphong, after Latim, Petio, Sumatra.  
COSMOPOLITAN DOCKS—C. 4700.

## VESSELS ON THE BERTH

THE AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

## THE Company's Steamship.

"NIPPON," Capt. E. Tarabochia, will leave for the above places TO-DAY, the 17th inst., P.M.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to Sander, Wieler & Co., Agents.

Prince's Building, Hongkong, 16th June, 1908.

NORDDEUTSCHE LLOYD, IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE T.G.M. Steamship.

"PRINZ HEINRICH," Capt. P. Groos, will leave TO-MORROW the 18th inst., at 9 a.m. from the Kowloon Wharf.

NORDDEUTSCHE LLOYD, MELCHERS & Co., Agents. Hongkong, 16th June, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"ARATTOON APCAR," Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 18th inst., at NOON.

For Freight or Passage, apply to

DAVID SASOON & Co., LTD., Agents.

Hongkong, 16th June, 1908.

963.

LCUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship.

"HAIMUN," Captain Evans, will be despatched for the above Ports on FRIDAY, the 19th inst., at 2 P.M.

For Freight or Passage, apply to

DOUGLAS LAPEAIK & Co., General Managers.

Hongkong, 16th June, 1908.

965.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship.

"CARDIGANSHIRE," Will be despatched for the above Ports on the 20th June, 1908.

To be followed by the Steamship

"CAENARVONSHIRE," sailing on or about 10th July, 1908.

For Freight or Passage, apply to

SEIWAN TOMES & CO., Agents.

Hongkong, 12th June, 1908.

865

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	J. B. Ferguson	SHEWAN, TOMES & Co. P. & O. S. N. Co. P. & O. S. N. Co.	On 20th inst. About 23rd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	PALEMBANG	Brit. str.	—	A. L. Valentini	HAMBURG-AMERICA LINER	On 27th inst., at Noon.
LONDON & VIA USUAL PORTS OF CALL,	ARCADIA	Brit. str.	—	Malchow	HAMBURG-AMERICA LINER	On 12th July.
HARVE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k. w.	Luning	HAMBURG-AMERICA LINER	On 26th July.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINER	On 23rd inst., at 1 P.M.
HARVE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	—	Charbonnel	MESSEGERIES MARITIMES	On 24th inst., at D'Light Beginning of July.
HARVE & HAMBURG VIA STRAITS, &c.	TOKINA MARU	Jap. str.	—	T. Murai	NIPON YUSEN KAISHA	On 8th July, at D'Light
MARSEILLE, &c., VIA PORTS OF CALL	SIAM	Jap. str.	—	N. Nielsen	HAMBURG-AMERICA LINER	On 23rd inst.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jap. str.	—	G. Grönström	MELCHERS & Co.	To-morrow.
MARSEILLE, HAVRE & COPENHAGEN, &c.	BRISGAVIA	Ger. str.	k. w.	S. Chlunak	HAMBURG-AMERICA LINER	To-morrow, at 9 A.M.
MARSEILLE, ROTTERDAM BEIJEREN & HAMBURG	HELSA	Ger. str.	k. w.	—	SANDRE, WIeler & Co.	On 20th inst., at P.M.
GENOA, & OR MARSEILLE & HAMBURG	PRIMA HEINRICH	Ger. str.	—	—	ARENHOHL, KARBERG & Co.	About 25th inst.
GENOA, & OR MARSEILLE & HAMBURG	TRIESTE	2 m.	—	—	CANADIAN PACIFIC R. CO.	To-morrow at Noon.
GENOA, & OR MARSEILLE & HAMBURG	OCEANO	Brit. str.	1 m.	—	NIPON YUSEN KAISHA	On 4th July, at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	LENNOX	Brit. str.	—	—	ODDWELL & Co., LTD.	On 23rd inst., at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	EMPEROR OF JAPAN	Brit. str.	—	—	On 1st July.	On 7th July, at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	KAGA MARU	Jap. str.	—	—	—	To-morrow, at 5 P.M.
GENOA, & OR MARSEILLE & HAMBURG	TRIMONT	Jap. str.	—	—	—	On 25th inst., at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	TOBA MARU	Jap. str.	—	—	—	On 10th July, at Noon.
GENOA, & OR MARSEILLE & HAMBURG	MANILA	Ger. str.	—	—	—	On 7th Aug., at Noon.
GENOA, & OR MARSEILLE & HAMBURG	ALDENHAM	Brit. str.	—	—	—	About 25th July.
GENOA, & OR MARSEILLE & HAMBURG	CHANGSHA	Brit. str.	—	—	—	About 26th inst.
GENOA, & OR MARSEILLE & HAMBURG	NIKKO MARU	Jap. str.	—	—	—	On 27th inst., at D'Light
GENOA, & OR MARSEILLE & HAMBURG	KUMANO MARU	Jap. str.	—	—	—	On 8th July, at Noon.
GENOA, & OR MARSEILLE & HAMBURG	CURONIA	Bus. str.	—	—	—	Quick despatch.
GENOA, & OR MARSEILLE & HAMBURG	PRINZ WALDEMAR	Ger. str.	—	—	—	On 25th July.
GENOA, & OR MARSEILLE & HAMBURG	KAWACHI MARU	Jap. str.	—	—	—	To-morrow, at Noon.
GENOA, & OR MARSEILLE & HAMBURG	KUMANO MARU	Jap. str.	—	—	—	On 27th inst., at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 1st July.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 7th July.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	To-morrow, at 5 P.M.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 27th inst., at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 10th July, at Noon.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 7th Aug., at Noon.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	About 25th July.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 26th inst., at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 8th July, at Noon.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	Quick despatch.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 25th July.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	To-morrow, at 5 P.M.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 27th inst., at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 10th July, at Noon.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 7th Aug., at Noon.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	About 25th July.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 26th inst., at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 8th July, at Noon.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	Quick despatch.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 25th July.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	To-morrow, at 5 P.M.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 27th inst., at 4 P.M.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—	—	—	On 10th July, at Noon.
GENOA, & OR MARSEILLE & HAMBURG	YOKOHAMA AND KOBE	Jap. str.	—			

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, SOCOTRA	Steamer "W.H. Hickey"	About 18th June	Freight only.
YOKOHAMA	Capt. W. H. Hickey	June	
LONDON and ANTWERP	VIA SINGAPORE, PENANG, COLOMBO PORT	About 23rd June	Freight only.
SAID and MARSEILLE	Capt. J. B. Ferguson		
SHANGHAI	DEVAHNA	About 23rd June	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 27th June	For Special Advertisement.
For further Particulars, apply to	F. J. ABBOTT, Acting Superintendent.		

Hongkong, 15th June, 1908.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S SS.	LEAVING
SHANGHAI VIA SWATOW, AMOY and FOOCHOW	"BUJUN MARU"	THURSDAY, 18th June, at 10 A.M.
TAMISUI VIA SWATOW & AMOY	"DAIJIN MARU"	SUNDAY, 21st June, at 10 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample. Unrivalled Table Service.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th June, 1908.

T. ARIMA, Manager.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of June	JAPAN	Second half of June
TJIKINI	JAPAN	Second half of June	JAVA	Second half of June
TJILATJAP	SHANGHAI	Second half of June	JAVA	Second half of June
TJIMAH	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG	JAVA	Second half of June	JAPAN	Second half of June
TJIPANAS	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Java Buildings, 1st Floor.  
Hongkong, 15th June, 1908.

JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"KAIFONG"	On 17th June, NOON.
SWATOW, CHEFOO and TIENTSIN	"HUICHOW"	On 17th June, 2 P.M.
HOIHOW, PAKHOU and HAIPHONG	"CHIHLI"	On 18th June, 4 P.M.
SHANGHAI and CHINKIANG	"LINAN"	On 20th June, 4 P.M.
MANILA	"TAMING"	On 23rd June, 4 P.M.
MANILA ZAMBOANGA, THURSDAY DAY ISLAND, COOKTOWN, CAIRNS, OWNNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.	"I CHANGSHA"	On 27th June, 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS	have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons.	
AUSTRALIAN STEAMERS	have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.	
SHANGHAI STEAMERS	have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.	
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	BUTTERFIELD & SWIRE, AGENTS.	
For Freight or Passage, apply to—		

BUTTERFIELD &amp; SWIRE,

AGENTS.

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HAMBURG-AMERIKA LINIE  
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA	20th June	FOR GENOA AND DE MARESSES & HAMBURG: S.S. HELLAS	18th June
S.S. SAXONIA	23rd June	S.S. BRISGAVIA	23rd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA	26th June	FOR HAVRE & HAMBURG: S.S. DOETMUND	12th July
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA	28th July	S.S. ISTRIA	26th July
Further Particulars, apply to—		S.S. SAXONIA	9th Aug.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SUBSCRIPTION and STEWARDSSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
RUBI	2540	E. W. Almond	Manila	On 20th June, Noon.
ZAFIRO	2540	E. Rodger	Manila	On 27th June, Noon.

For Freight or Passage apply to—

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 15th June, 1908.

## CUTLER, PALMER &amp; CO.'S SPECIAL BLEND WHISKY.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908.

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IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. 660

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## THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日曆英中年十五

FROM 1ST JANUARY, 1864 to 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SU.

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## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK".  
A.I. B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 64 "

DOCK NO. 1.

Extreme Length... 522 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 80 "

Water on Blocks at Spring Tide... 64 "

DOCK NO. 2.

Extreme Length... 571 feet.

Length on Blocks... 584 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 23 "

PATENT SLIP.

Suitable for vessels up to 1,000

